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 CENTRAL INTELLIGENCE AGENCY REPORT  
 INFORMATION FROM  
 FOREIGN DOCUMENTS OR RADIO BROADCASTS CD NO.

50X1-HUM

COUNTRY Hungary DATE OF INFORMATION 1951  
 SUBJECT Transportation - Rail, water  
 Economic - Planning  
 HOW PUBLISHED Monthly periodical DATE DIST. 24 Jul 1951  
 WHERE PUBLISHED Budapest NO. OF PAGES 2  
 DATE PUBLISHED Jan 1951  
 LANGUAGE Hungarian SUPPLEMENT TO REPORT NO.

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SOURCE Kozlekedestudomanyi Szemle.

#### INTRODUCTION OF TRANSPORTATION BALANCE SHEET IN HUNGARY

For preparing Hungarian transportation plans, a so-called transportation balance sheet has been introduced. The transportation balance sheet is a statement comparing the total production of the country with transportation requirements.

The two sides of the balance sheet do not vary with each other proportionately, that is, a change in total production is not necessarily accompanied by a proportionate change in transportation requirements, since many other factors enter into the picture. Such factors include structural changes in production, such as relocation or consolidation of plants, as well as improvements in the operation of transportation facilities, redistribution of shipments among the various means of transportation, etc.

One side of the balance sheet shows the volume of production, the amount of imports, and the total of these two items, while the opposite side shows the quantities to be shipped. The figures on both sides of the transportation balance sheet for 1951 were based on estimates for 1950, plus the growth expected during 1951. Transshipments to and from collection points, together with consumption at the place of production were also taken into account.

The transportation balance sheet for 1951 includes detailed data for 23 items, which account for 80 percent of the total freight, while the remaining 20 percent were lumped together under the designation "miscellaneous merchandise."

A serious defect of the transportation balance sheet for this year is the fact that only rail and water shipments were included in it, while highway transportation was disregarded.

According to current estimates, the volume of freight during 1951 will show the following distribution: 75.8 percent by rail, 11.3 percent by trucks, 9.7 percent by municipal transportation facilities, 2 percent by water, and 1.2 percent by narrow-gauge rural railroads. The ratio of shipments by rail shows a small recession from the 1950 figure of 76.5 percent, with no important changes in the ratios of other means of transportation.

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- 1 -

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A more important breakdown of freight traffic results from the comparison of ton-kilometers, showing 89.8 percent by rail, over 8 percent by water, and 1.5 percent by other means of transportation. Passenger traffic in passenger-kilometers shows the following distribution for 1951: 51 percent by rail, 45 percent by municipal transportation facilities, 3.2 percent by bus, and less than one percent by miscellaneous vehicles.

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- 2 -

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